

1 A. Oh, I'll go through some of the sequence. We  
2 identified these engines as having not been preserved;  
3 "we," meaning the FAA.

4 Q. Can you tell me how many engines?

5 A. Well, there were five or six that had found their  
6 way onto aircraft. The one that we really focused on was  
7 on aircraft number 363 PAPA alpha simply because that  
8 aircraft had three of these engines, and we all felt that  
9 was a safety concern. To have three engines on one  
10 aircraft, that the airworthiness could have been  
11 questionable, concerned us, several concerns. It wasn't  
12 just my concern; it was engineering people and others in  
13 the FAA.

14 So we really did concentrate on that particular  
15 aircraft, there. Of course, that was after July, 2003.

16 Q. You said the airplane was flying at that time?

17 A. Yes, and we had discussions on it. We had a  
18 meeting. We weren't making progress from the FAA's point  
19 of view. I even had a meeting where my boss accompanied  
20 me, and we, again, didn't seem to accomplish what we felt  
21 was in the public interest, and then we asked for another  
22 meeting. We invited the FAA engineering representative  
23 who is the engineer in charge of that particular engine  
24 and a representative from the aircraft evaluation group

1       within the FAA, and we had another meeting, and we still  
2       didn't seem to get where we needed to be.

3       We then had a telephone conference involving Pan Am  
4       personnel, the engineering person from the FAA, myself.  
5       There were others involved, quite a few people involved,  
6       where we expressed our safety concerns about having that  
7       particular aircraft with three engines on it that we  
8       questioned, and at the close of that meeting, it was  
9       actually the vice president of the company said that they  
10      were --

11      Q.      Who was the vice president at the time?

12      A.      That was Mr. Malot. He said that they would park  
13      the aircraft until it was resolved, and we felt happy  
14      about that because it was not exposing the traveling  
15      public to anything, and from what I understand as far as  
16      the day it was corrected, Pan Am then went on to talk with  
17      the manufacturer, Pratt and Whitney; and Pratt and Whitney  
18      couldn't offer them any relief for the use of those  
19      aircraft in their unpreserved state if you will; and at  
20      that point in time -- this is what I've heard from Pan Am  
21      personnel that I worked with -- at that point in time, it  
22      was determined that they would then change the engines;  
23      and that's what they did; and I don't have the exact date;  
24      but that's about the sequence.